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SOURCE Wen-hui Pao.

REPORT REVEALS PROGRESS
MADE BY NORTHEAST RAILROADS

The following report was presented by Yu Kuang-sheng (Uoda: 253,567,7461), head of the Northeast Railroad Bureau, at the Model Workers Representative Conference.

Destruction of Railroads by the Japanese and the Nationalists

By the time the Japanese in the Northeast were defeated by the Russians, Northeast railroads were in complete disorder. This situation was due to the destructive treatment received from the Japanese Imperialists during the period of their control, especially after the Pacific war was begun.

On the construction and maintenance side, tracks, bridges, and drainage ditches for many years were not properly repaired. Worn and rotted railroad ties and rails were never replaced, nor was ballast, although badly needed, ever added to the roadbeds. For instance, on the Ha-erh-pin--Man-chou-li line, the number of rotted and worn railroad ties per kilometer which should have been replaced amounted to 500 - 625 in every 2,600, or 31 - 40 percent. This condition existed on all lines. Another example is Hsing-an Tunnel, which was never repaired or cleaned once from 1935 to 1945. Its walls were thickly coated with soot, the ceiling in many places had fallen to the ground, and the drainage systems were overflowing. New lines which the Japanese built were not, in many cases, constructed according to the basic construction code, and the materials they used were also inferior. This was clearly indicated during the 1948 flood when large sections of track were washed away.

Since 1941, the condition of locomotives became worse because the Japanese, lacking high-quality lubricants, used inferior substitutes. When the Japanese retreated, they left the locomotives standing on the tracks with several parts removed, or in some cases, completely extinguished the fire, thereby causing severe damage to the boilers. Statistics for 1946 show that 79.8 percent of the total number of locomotives were damaged. Of the total of 1,068 passenger cars operating at the time of surrender, 450 became unserviceable. Of the total of 9,662 freight cars, 2,482 were unserviceable, and none had windows or inside fixtures. As for the electrical systems, the electric-power lines were reduced by 930 kilometers (8.6 percent), electric wire was reduced by 336,346 kilometers

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(62.9 percent), telephones were reduced by 40 (38.5 percent), railway communication telephone lines were reduced by 6,618 kilometers (58.5 percent), freight-train side tracks were reduced by 9,448 kilometers (100 percent), and railroad signals were reduced 562 kilometers (32 percent).

The Japanese also destroyed many large and small railroad factories and branch railroad factories. The locomotive repair shop at Mu-tan-chiang was totally destroyed.

Following the Japanese, the Nationalist reactionaries also caused considerable damage to railroads in the Northeast. From 1946 to 1948, 3,780 kilometers of railroad track, 1,033 railroad bridges and drainage ditches, and 6,417 stations, offices, shops, and living quarters were destroyed during the fighting. Fifty-eight water towers were destroyed in 1946 and 1947. Damage to the communications system was also heavy. The Shen-yang locomotive and rolling stock repair shop and locomotive and rolling stock factory were heavily damaged.

Reconstruction Work Under the CCP

On the construction side, the Communists repaired 1,115 kilometers of track in 1946, 1,741 kilometers in 1947, 2,640 kilometers in 1948, and 200 kilometers in the first quarter of 1949. In 1946, 650,000 railroad ties were changed, 1,540,000 in 1947, 1,452,000 in 1948, and 2,530,000 are to be changed in 1949. In 1947, 121,600 cubic meters of ballast were added to roadbeds, 273,500 cubic meters in 1948, and 112,400 cubic meters in the first quarter of 1949. Twenty washouts caused by floods were repaired in 1947 and 111 in 1949. Construction teams made 55 major repairs and 160 minor repairs on railroad bridges in 1947, 57 major repairs and 261 minor repairs in 1948, and 18 major repairs in the first quarter of 1949. The number of passable bridges has increased from 3,413 in 1947 to 5,033 in 1948, and 5,125 in 1949.

Great progress has been made in repairing locomotives and rolling stock. There were only about 100 damaged but serviceable locomotives in 1946. In addition to repairing these, 36 more were repaired in 1946, 530 in 1947, and 232 in 1948. As to rolling stock, 559 freight cars were repaired in 1947 and 248 in 1948. Repairs were made on 32 passenger cars in 1947, 248 cars in 1948, and 60 cars in the first quarter of 1949. From April 1946 to the end of 1948, the number of freight cars in operation increased 80 percent and the number of passenger cars increased 40 percent.

During 1946 to 1948, many machines at the Ha-erh-pin Railroad Factory were repaired, and the number of machines has been increased during this time by 17 percent. The Mu-tan-chiang factory, completely destroyed by the Japanese, has now been reconstructed and installed with machinery from the San-k'o-shu factory. The Ch'i-ch'i-ha'erh factory was also reconstructed, and the Huang-ku-t'un factory was taken over from the Nationalists. The Shen-yang factory, which at the time of recovery had only 230 workers, now has over 2,000 workers; all installations and machinery have been repaired, and a new type of locomotive is now being produced.

The length of communication lines, assuming the length in 1946 to be 100 percent, was increased in 1947 to 135 percent and in 1948 to 161 percent. Telephone connections between the main bureau and branch bureaus were restored and electric signals along the tracks are gradually being increased.

Progress of Northeast Railroads

Great progress has been made in the various departments since the CCP assumed control of the operation of railroads in the Northeast.

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Assuming the daily volume of freight at the end of 1946 to be 100 percent, the daily volume of freight in 1948 was 646.5 percent and in 1949 was 1,384.5 percent.

Increased efficiency is also shown by the reduction of time taken to make freight runs. For example, in 1946 a trip between Ha-erh-pin and Sui-feng-ho took 3 days and 3 nights, but now takes only 28 hours.

The average distance spanned per day for a locomotive in 1946 was 118 kilometers; this was increased to 170 kilometers in 1947, and 229 kilometers in 1948. An attempt is being made to increase the distance to 320 kilometers in 1949.

The average speed of trains during the first quarter of 1949 reached 29.1 kilometers per hour and operational speed 21.3 kilometers per hour. A safe speed on all trunk lines at present time is 50, 60, and 70 kilometers per hour, an increase of 5 percent from 1946.

In 1946, each locomotive used 100 kilograms of coal for every kilometer, but this was reduced to 69.1 kilograms in 1947, 47.6 kilograms in 1948, and will be reduced to 46 kilograms in 1949.

Plans for 1949.

As of the end of 1948, 9,619 kilometers of railroad were in operation, and 200 kilometers of those 409 kilometers which are to be repaired in 1949 were almost completed. Other than this, plans have been made to repair the branch line in Pei-p'iao. By the end of 1949, 545 locomotives and 5,226 freight cars must be repaired. Passenger cars number 1,468, of which 518 must be repaired. Of the total of 860 machine shops and railroad factories now in use, 217 must be repaired; of the total of 20,985 living quarters, 559 must be repaired within 1949. Of the total volume of goods to be transported in 1949, 67 percent must be manufactured goods, and of this amount, 75 percent must be products of government-controlled enterprises. Main products from the government-controlled enterprises are grain, coal, and lumber. The Pen-ch'i, Fu-shun, and An-shan coal mines are again producing large quantities of coal every day, and other industrial minerals and manufactured goods of all kinds are increasing daily. Included in 1949 plans are matters pertaining to the welfare of private enterprises, which produce 23 percent of the total volume of goods to be transported. Also various goods for the rehabilitation of North China, which amount to 25.1 percent of the entire load, must be carried, in addition to military goods.

In the construction field, the Chin-chou-Hsin-min and Kou-pang-tzu-Ta-hu-shan lines must be repaired, in addition to the Pei-p'iao branch line, which was not included in the original plans. Also, in order to restore scheduled runs on the main lines, such as Ha-erh-pin-Ta-lien and Shen-yang-Shan-hai-kuan, several bridges must be repaired. To the south of Ch'ang-ch'un on the Chung-sh'ang line, water towers must be repaired, side tracks increased, and electrically controlled switches installed.

Of the 545 locomotives to be repaired, 100 must be sent to North China to help the railroads in that area, as well as 1,500 of the 5,226 freight cars to be repaired, and 300 of the 488 passenger cars to be repaired.

The financial condition of the Northeast railroads for 1949 is as follows: 70 percent of total expenditures is for operational expenses, and the remaining 30 for the improvement of installations and aid to North China. The railroads, however, are showing a deficit. Sixty-seven percent of this deficit is subsidized by the government, but the other 33 percent must be settled by the railroads by increasing efficiency and emphasizing operational economy. Our operational expenses consist of 24 percent for personnel (including wages, rewards, educational and medical expenses, and wages for additional and temporary workers), 33 percent for the cost of materials, 20 percent for construction and maintenance, 4 percent for electricity and communications, 5 percent for direct operational expenses, 3 percent for the conduct of official business, and 10 percent for the reserve fund.

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